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## OPERATION OF STEAM TRAWLING

The following article explaining the operation of steam trawling was written by J. Austin, second mate of the trawler Canada, which recently arrived at Vancouver from Grimsby, England.

Two sets of trawls are carried by each trawler, but only one is used at a time, the other being held in case the nets of the regular trawl are broken. On each side of the craft both fore and aft are the galleys, iron arrangements which are bolted to the deck and which extend upright at an angle which brings the ends over the ship's bulwarks. From the galleys is suspended the otta boards, to which the nets are fixed. To each trawl there are two otta boards, which are about eight feet long, and four or five feet wide, made of wooden planks and reinforced with iron bars. At the bottom of the boards are what is known as the shoes, which are composed of heavy iron plating. The shoes act similar to the keel of a yacht, and keep the otta board erect when the trawl is out.

As soon as all the gear is set in place the trawler is stopped and the order "Lower away the trawl," is given. The trawl sinks rapidly owing to the weight of the shoes of the otta boards, and when at 15 fathoms it is held. From the bridge then comes the order of "Shoot Away," and the trawl is let go. The trawler then steams slowly away and the inch and a half cable, to which the net is fastened, spins off the drum of the big winch forward until about 175 fathoms has been run off, when the speed of the trawler is checked. The cable is then made fast on the after quarter, the net is on the bottom and the trawler is ready for fish.

The trawl, it may be explained, is about 120 feet long and the width of the otta boards about five feet. The trawl consists of the wings, belly and bating, flopper and cod. The flopper is a very small mesh netting and prevents the fish from getting out of the net.

After steaming for about two hours with the nets down the trawler is stopped and the order given, "Let go aft." The fastenings of the cable parted, the otta boards are heaved up to the galleys and the fore and aft quarter ropes of the trawl hauled up. All hands set to hauling in the net, till it becomes too heavy, when rope brackets are placed around the cod end and the net is heaved up forward.

While the trawl is suspended it is the duty of the second mate to untie the cod end, when the fish tumble out on deck all alive and kicking. The fish are then gutted, washed and placed in the fish locker, among the ice.

Superstition follows in fishing the same as in other trade or profession. Some fishing captains will never shoot the starboard trawl, while others will never let go the port one. They also have many other little fads, which to the landlubber seem absurd.—Pacific Fisherman.

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### SALMON IN CITY STREETS.

Puyallup, Wash., Finds Way to Lower the H. C. L.

To be able to stand on the sides of the principal business street of an inland city with a population of more than 6000 and catch any number of large salmon of all varieties is something that can be enjoyed right in Washington, says the New York World.

Puyallup is the city, and if the run of salmon continues she will also be prominent as a fishing center as well as the hub of agriculture.

The fish come from the Puyallup River through Clarks Creek and into "Big Ditch", which crosses Meridian street the main thoroughfare of the valley metropolis. The run is so large that at times the water in places bubbles like an eddy. Persons in the vicinity of the stream have taken many a catch to their homes and there will undoubtedly be a slump in sales in the fish market as long as the run continues.

## RAYMAH LOST CREW ALL SAVED

Former Local Craft Abandoned After Battered by Gale in Mid-Ocean.

When the steamship Ardoyne from Antwerp arrived at New York yesterday, she had on board, Capt. Tibbo and six men of the British sch. Raymah, formerly owned by the Atlantic Maritime Company of this port, which was abandoned in mid-ocean on December 15.

The Raymah which is a craft of 95 tons burden, sailed from Burin, N. F., December 10 for Oporto with a cargo of fish. The craft was driven off her course by stormy weather, strong gales and sea until a gale swept away her mainmast.

Before it could be cut clear of the entangling rigging several holes were pierced in the schooner's hull and the dory was carried overboard. The crew worked at the pumps to keep the little craft afloat until help came. Fortunately the weather subsided and the Ardoyne hove in sight within a few hours.

Before leaving the Raymah the crew set her on fire to prevent her becoming a menace to navigation. The rescued men will return to their homes in Newfoundland.

Capt. Tibbo and his crew have friends in this city, the former having been here several times and his crew were with him when he was here and bought the Raymah.

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### Will Use the Canal.

The U. S. Fisheries str. Phalarope, attached to the government station at Woods Hole, Mass., will again use the portion of the Cape Cod Canal that is finished as a harbor during its spawn gathering operations. Up to last year the steamer made Plymouth its headquarters, but found the canal a more convenient harbor for shipment of eggs.

### Big Concern Incorporated.

The North Pacific Fish & Cold Storage Co. has been incorporated by J. W. Alden and others with a view to operating the old Hackett cold storage plant at Bellingham. About a year ago Alden incorporated the Alaska-Bellingham Fish & Storage Co. for a similar purpose.

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### Hard Winter Thus Far.

The revenue cutters are finding plenty of work this winter, says the Portland Express & Advertiser. Mild as the season has been on shore, it is seldom that a winter has started in with such terrific storms and gales of wind at sea. It has been so rough almost all the time since fall that the fishermen think themselves fortunate if they get in one or two days of fishing a week. Heavy blows seem to be the rule and lobstermen, as well as trawlers, have lost much gear.

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### SOMETHING ABOUT OYSTERS.

Oysters come nearer in composition to cow's milk than do most other meats, according to one authority, as the four kinds of nutrients needed are present in good degree. Oysters have a larger excess of the flesh-building substance relative to the other constituents than milk.

## THEY WANT SOME FISH BADLY

T Wharf Today Has But Four Arrivals With But 60,000 Pounds.

It was another quiet day in the fresh fish line at T wharf, Boston, today, but four crafts put in an appearance at the dock since yesterday with a total of about 60,000 pounds of fresh fish.

Of this amount, the steam trawler Ripple landed 3,000 pounds of haddock, 400 weight of cod and 1500 pounds of lemon sole.

The only other off-shore was sch. Elk from the Cape Shore with 20,000 pounds of fresh fish and 500 weight of halibut. Two shore crafts were also reported, schs. Adeline with 8100 pounds and the W. H. Clements with 1200 pounds.

Haddock sold at \$5.50 to \$6.50 a hundred pounds; large cod, \$6.50; market cod, \$4; hake, \$4; pollock, \$3.65.

### Boston Arrivals.

The fares and prices in detail are:

Sch. Elk, 1000 haddock, 9000 cod, 4000 hake, 5000 cusk, 500 halibut.

Sch. W. H. Clements, 1200 cod.

Sch. Adeline, 5000 haddock, 11,000 cod, 1000 hake, 1000 cusk.

Str. Ripple, 33,000 haddock, 400 cod, 1500 lemon sole.

Haddock, \$5.50 to \$6.50 per cwt.; large cod, \$6.50; market cod, \$4; hake, \$4 to \$6; pollock, \$3.65.

### Extinction of the Whale.

The speedy extinction of the whale is predicted by the "Coast Seamen's Journal." The Greenland right whale has already been practically if not totally exterminated. This has been due to the fact that alone among the large whales its range is restricted to the Arctic Ocean. Of the rorquals the chief is the blue whale, the bulkiest creature that has ever existed on this globe. Until about 20 years ago this animal was exempt from human persecution on account of its formidable strength. But since the invention of the bomb harpoon, fired from a gun and exploding in the beast's vitals, it has been hunted as diligently as other whales, and steam whalers with explosive armament are likely to make short work of the greatest known inhabitant of the globe. R. Lydekr says that in 1911 the total number of whales killed in the world was reckoned at 22,500, yielding 620,000 barrels of oil valued at between \$12,500,000 and \$15,000,000. This was double the catch of 1910, and that for the current year is expected to exceed it by 10 or 15 per cent. The chief field of whale killing is now in the Southern Hemisphere. When it is considered that gravid cows and nursing mothers are included in this wholesale slaughter and that whales breed very slowly, seldom bearing more than one calf at a birth and requiring 25 years to attain maturity, it is obvious that the whale population of the ocean cannot long survive.

### Fishing By Telephone.

Fishing by telephone is the latest sport in France. An inventor who has patented the device had discovered that fish when swimming produce certain sounds that can be detected by the telephone. His apparatus consists of a receiver and a detonator, which are sunk in the water and connected by wires to a post of observation on the river bank. When fish in any number pass the receiver a sound is heard by the watcher, who has only to press a button to explode the detonator. Fish killed by the detonator come to the surface and are removed with a net.

### Porto Rico Fish Market.

We regret to say that our markets have not shown as yet any signs of improvement; supplies at market and afloat are not large, but the sales of inferior stuff at any price continue to affect the value of superior goods. On the strength of recent sales we quote about as follows, on usual net ex wharf basis: Codfish, \$26 to \$28.50 per cask of 450 lbs.; pollock and haddock \$21 and \$22 per cask of 450 lbs.—Reported Dec. 17, 1912, by S. Ramirez & Co., San Juan, Porto Rico.

## NEWS FOR THE LAKE FISHERS

Menominee, Mich., Dec. 24.—The tug Maud S., owned by the Seidel Fish Co. of Marinette, Wis., came to grief when wardens confiscated five miles of nets and held the owners for fishing for trout and whitefish out of season. The crew of the tug set nets a day before season set in and had not lifted the twine. Fishermen here think the action of the wardens was unreasonable, as no fish were taken from the nets during closed season. No settlement has been arrived at up to date.

The sharp weather caused fishermen to set gill nets for suckers, and some fair catches were paid, local dealers offering 4 1-2c per pound for them; the supply is below demand at the present time. Prices for the week ended as follows: Suckers, 4 1-2c.; perch, 4c.; pike, 9c.; pickerel, 5c.; trout, 8c.; and whitefish, 11c.

Cleveland, O., Dec. 26.—The trade never looked better for winter earnings than it does now, notwithstanding the great loss of stock and twine out of Ohio ports and principally Ashtabula. With the loss of a total of thousands of pounds of fish through being unable to lift the twine, the price has gone up on the balance of the good fish brought in, and, as a consequence, the profit will meet the loss. Herring and pike, fall frozen, are being supplied to the trade and well received as being of excellent quality, and quite up to the requirements of local orders.

Albert Zintara and Ben Marach, two Chicago fishermen, took from Lake Michigan a fish that so far no one has seemed able to name. It is described as being about four feet long, over all, with well-developed eyes and ears; flippers like a turtle or a sea lion; its snout resembles a shark, and its tail narrows so sharply from the body that the spread at the end was only about five inches in width.

Dunkirk fishermen are manifesting much interest in the establishment of a life-saving station in Dunkirk, N. Y. If the plans formed by them develop as expected, a station will be located on one of the docks with a lifeboat manned by volunteers from the ranks of the fishermen and it is hoped this will lead to the location here of a regular paid station in charge of the government.

The fishing of Grand Haven, Mich., has been fairly good and would have been much better had the fleet of tugs been larger. There are only three now fishing at Grand Haven.

The H. J. Dornbos and C. J. Bos are operated by Verduin & Co. The Anna A. by Vanzant & Co., and the Robbins, 3d., a gasoline boat, hook and line fishing, by N. Robbins. The tug A. Fisher was sold for \$9000; cost \$14,000.

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### Looks Better at Louisburg.

Consular Agent Henry C. V. Le Vatte reports that the industrial conditions of Louisburg improved to some extent during 1911. The principal industries of this port consist of fishing, lobster canning, coal shipping, and small farming. Codfish, haddock, and pollock were about 20 per cent. below an average catch, and lobsters 30 per cent. Salmon gave an average catch, but mackerel were not over 50 per cent. of the average. Prices of all kinds of fish were above the average, particularly for lobsters. Fishers received \$5.50 per 112 pounds for lobsters for canning, the highest price paid previously being \$4.50.

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### Halibut Stock.

Sch. John Hays Hammond, Capt. Archie McLeod stocked \$2136 as the result of her recent halibut trip, the crew sharing \$40.16 to a man clear.



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GLOUCESTER DAILY TIMES, WEDNESDAY

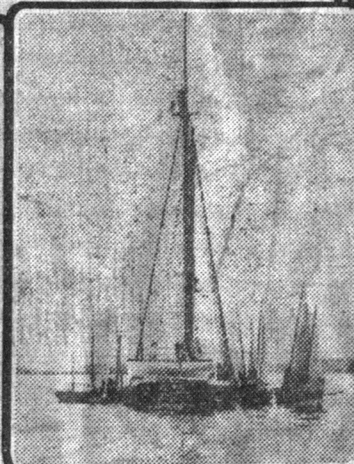
# HARVESTING the OY



Oyster Wharf



Oyster that grew on a Ring Bolt



The "Buy-boat" Loading



Tonging

WHEN you order a "Half a dozen raw," a "stew" or a "fry" of oysters have you ever given a thought as to how the bivalves are gathered from the depths of the estuaries that make in from the Atlantic coast?

Should you ever make a visit to the Eastern seaboard in the middle of winter and see the oystermen at work you would appreciate not only the hardships that these harvesters endure, but you would realize that the oyster business is one of the greatest of maritime industries.

The oyster grounds stretch from the Gulf of Mexico to Long Island Sound, hundreds of thousands of men and women are employed in the gathering and preparing them for consumption. Millions of dollars are invested in tong and dredge boats and in thousands of packing houses which line the shores and which take the oysters, fresh from the water, pack them in tubs for shipment into the interior of the country.

The greatest oyster ground is the Chesapeake bay and its product, especially the Lynnhaven bays, are known wherever oysters are eaten. On this grand inland sea which washes the shores of Maryland and Virginia and which has hundreds of miles of salt water tributaries there are employed about 100,000 men and women, about 3000 dredge boats and more than 5000 tong boats. Fully 30,000 men are employed on these boats while the other men and women are employed in the packing houses. The annual take from

the Chesapeake bay is about 15,000,000 bushels, with an average value of about 50 cents a bushel.

The oyster business originated on the Chesapeake bay, it is the oldest of American industries, and dates back far beyond the arrival of white men. The earliest settlers found on the shores of the bay vast piles of shells, indicating that the

## Red Men Appreciated the Luscious Bivalve

as a food.

A few score years ago enterprising Yankees believed that it would be possible to cultivate oysters in Long Island sound, and some of the Maryland stock was secured. The results confirmed their belief and within a few years dozens of oyster farms were started. Today these farms extend all along the Long Island coast, in New York bay, Great South Bay, and in the Delaware bay. There are thousands of acres under cultivation, yielding millions of bushels annually.

In the south, too, the Chesapeake bay oysters were transplanted and in the Carolina sounds, in Florida lagoons and in Louisiana bayous there are great oyster plantations, yielding a vast supply for the ready markets.

Oysters are gathered by two methods, tonging and dredging. In the former method a small, open boat, containing two men and a boy is employed, but in dredging a large vessel, with a crew of eight to 10 men, is engaged.

The working hours are from sun to sun, and while the tonger, who works in depths of 18 feet or less, prefers calm weather, the dredger working in deeper water wants wind.

Tonging is the simplest method. The tongs, or rakes, as they are called by the oystermen, are not unlike huge garden rakes, being about 30 inches wide and with teeth four or five inches long. These rakes are attached to shafts of wood which vary in length according to the depth of water, in which they are to be used. The average shafts are 20 feet long, but some men use 28-foot shafts and work in 20 feet of water.

While it appears easy to handle a pair of these rakes, it is not. Among the oystermen it is considered a great joke to inveigle a landsman into trying to tong as it is for the westerner to put a tenderfoot on the back of a bucking pony. In each case the landsman comes to grief.

As it is convenient to always be close to the oyster beds many of the tongers live in shanties along the shore from the first of September until the first of May. Some of them, who select little islands, remain away from their home folks during the entire time. Usually the men are neighbors of some inland settlement and a half dozen will start a club and fit out a shanty. These shanties are generally

built on scows and towed to their resting places. Then they are blocked up clear of the highest tide. Well stocked with canned goods and with plenty of driftwood for fuel there is little to want.

Throughout the oyster season, unless there be a gale or the water is covered with ice, the tongers are on the grounds by sunrise. This means that they have been up at least two hours earlier, and have had their breakfast and packed their lunchbox.

One of the prettiest of sights is to see the oystermen going to the grounds in the early morning. If there is any breeze sails are set on the little boats and there is a race.

## Indeed There Is a Race Anyhow

a race for position on the grounds, a race to catch as many oysters as possible, a race to the "buy-boat," and a race home.

Once on the grounds the work begins. As stated, the crew of a tong boat consists of three—two men and a boy. The men do the tonging and the boy does the culling, or assorting. The law prescribes that oysters less than three inches long may not be taken. The cull boy throws back these little bivalves, with stones, shells and other

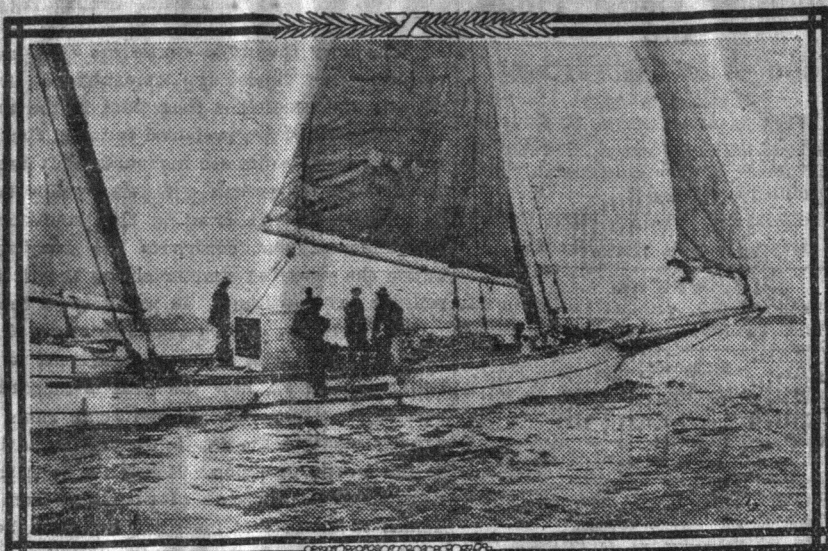
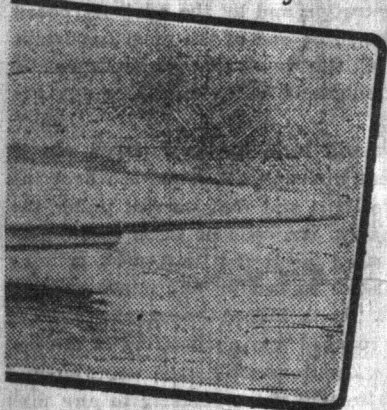


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# STER



*Typical Hand Dredger*



*Power Dredging*

grounds and getting a high price in the principal markets. The buy-boat owner calculates that he must make not less than five cents a bushel but, sometimes, he doesn't. On the other hand 30 cents and occasionally 45 cents a bushel is cleared.

When the buy boat arrives on the grounds a flag of some kind, or even a basket, is hoisted as a sign that oysters are wanted. To the buy-boat the tonger goes and then begins the bargaining. Here is where the buy-boat man has his chance to buy cheaply, unless he has competition. Competition is sometimes sharp, too. The buy-boat boatman who wants to bid higher than a rival, hoists a second flag, indicating that he will pay five cents a bushel more. There have been as many as four flags, indicating a raise of 15 cents, sent up in a fleet of buyers in less than an hour.

It is around the dredger that the greatest interest centers, largely because

## Horrible Stories of Shanghaing,

ill-treatment of crews by overwork and starvation have been told and written. From a perusal of some of these stories one not knowing would be inclined to think that Capt. Kidd or Morgan were amateurs compared with the oyster pirates, but in 1906 the government made a thorough investigation of the conditions on the Chesapeake bay. A revenue cutter crew boarded more than 2000 dredge boats, each with an average crew of seven, and yet not more than a dozen men complained of the treatment accorded them.

In winter the wind is cold, the men are working with a product that comes from the water. Naturally they get wet, although, when working, so great is the strain that their blood is kept in thorough circulation. To those who are familiar with the water it is not so bad, but, of course, to many poor creatures who ship as dredge hands, the constant pitching and rolling of the vessel, together with the heavy work of hauling in the dredges and the culling out gives them enough of the oyster harvest.

On the other hand there have been some pitiful cases of shanghaing. Men have been promised \$50 to \$75 a month only to be taken to the oyster grounds,

worked for a month or six weeks, and set ashore to get back to their homes as best they could.

The dredge boat uses two dredges, one on each side, and while one is being emptied the other is dragged. Like the tonger, the dredger brings up from the bottom of the bay a vast quantity of things besides oysters. The oyster makes fast to anything that is rough and it is not uncommon to find clusters on pieces of iron, water-soaked rope, tin cans, bottles, etc. One dredger

## Picked Up a Plug Hat,

covered with oysters. Another, found a skull of a horse to which many oysters were attached. Another found an oyster attached to a set of false teeth. It is common to find oysters fastened to bits of marine hardware, such as bolts, as shown in one of the illustrations.

The preparation of the oyster for the market is as interesting as is the taking it from the water. There are three general grades of bivalves—raw box, packs and steams. The first are selects, which are served on the half shell, the second grade is used for stewing and frying, and for shipping all over the country, while the steams are sent to the canneries to be steamed and tinned.

At the canneries are great shucking houses, long sheds in which are rows of little stalls, where men and women stand side by side opening the oysters. The shuckers are paid at the rate of so much per quart, and it is astonishing how rapidly some of the workers can shuck a quart measure full.

Taking the oyster in the left hand its lip is held over a steel paul set on edge. With the right hand a hammer is used to break off a portion of the shell. Then swiftly shifting the oyster to the right hand, the shucker picks up a short knife, inserts the blade between the oyster's lips, gives a twist and the upper half of the shell flies off. Then the blade of the knife is slipped between the oyster and its shell and the oyster is loosened. While performing this last movement the left hand is passed over the quart measure and the oyster, when cut loose, is dropped in.

debris brought up by the tongers, while the marketable oysters are stowed on the boat.

The weather decides the amount of work that can be done in a day. When the wind is blowing, when the thermometer registers zero, and when great sheets of ice run with the tide tonging is most dangerous, and yet, since prices at such times are higher, the oystermen brave the elements. The tonger usually stands on the gunwale of his little boat—a most precarious position—even when the water is smooth—and yet so skilful are they, that it is seldom that one of them gets overboard.

Working the rakes is no child's play; it is work that makes one's blood warm and the writer has seen men in their shirt sleeves when the mercury was close to the zero mark.

The tonger's market is the buy-boat and the buy-boat is an interesting factor in the business. While tonging and dredging may be more or less of a gamble as far as results are concerned the buy-boat business is a gamble all the way through.

The modern buy-boat is an auxiliary gasoline powered craft of from 30 to 60 tons, and the owners calculate on buying the oysters cheaply on the



Jan'y 1.

# GILL NETTERS HIT IT LIGHT

## The Little Under Water Fence Crowd Are Finding Fish Scarce.

One off shore arrival is here this morning, sch. Sylvania, Capt. Lemuel Firth, 13 days from Bonne Bay, bringing 1340 barrels of salt herring and 75 barrels of pickled herring for Sylvanus Smith & Company.

The gill netters landed about 65,000 pounds of fresh fish, the bulk of which was pollock. The entire receipts were shipped to the Boston market for today's trade.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. John Hays Hammond, via Portland.  
Str. Ibsen, gill netting, 1200 lbs. fresh fish.  
Str. Alice, gill netting, 2000 lbs. fresh fish.  
Str. Quoddy, gill netting, 500 lbs. fresh fish.  
Str. Naomi Bruce, gill netting, 1400 lbs. fresh fish.  
Str. Rough Rider, gill netting, 1800 lbs. fresh fish.  
Str. Margaret D., gill netting, 2000 lbs. fresh fish.  
Str. Prince Olaf, gill netting, 2000 lbs. fresh fish.  
Str. Nomad, gill netting, 2000 lbs. fresh fish.  
Str. Bethulia, gill netting, 5000 lbs. fresh fish.  
Str. Venture, gill netting, 2400 lbs. fresh fish.  
Str. Philomena, gill netting, 2000 lbs. fresh fish.  
Str. Robert and Edward, 1000 lbs. fresh fish.  
Str. Hugo, gill netting, 2000 lbs. fresh fish.  
Str. Anna T., gill netting, 1000 lbs. fresh fish.  
Str. Evelyn H., gill netting, 1000 lbs. fresh fish.  
Str. George E. Fisher, gill netting, 2000 lbs. fresh fish.  
Str. Mary L., gill netting, 1500 lbs. fresh fish.  
Str. Gertrude T., gill netting, 2000 lbs. fresh fish.  
Str. Gelsa, gill netting, 4000 lbs. fresh fish.  
Str. Nashawena, gill netting, 2500 lbs. fresh fish.  
Sch. Water Witch, gill netting, 3000 lbs. fresh fish.  
Str. Harold, gill netting, 1300 lbs. fresh fish.  
Str. Mystery, gill netting, 2500 lbs. fresh fish.  
Str. R. J. Kellick, gill netting, 1500 lbs. fresh fish.  
Str. Bessie M. Dugan, gill netting, 1000 lbs. fresh fish.  
Sch. Little Fannie, gill netting, 5000 lbs. fresh fish.  
Str. Sawyer, gill netting, 2000 lbs. fresh fish.  
Str. Mariner, gill netting, 1500 lbs. fresh fish.  
Str. Mary F. Ruth, gill netting, 1200 lbs. fresh fish.  
Sch. Sylvania, Bonne Bay, N. F., 1340 lbs. salt herring, 75 bbls. pickled herring.

### Vessels Sailed.

Sch. Muriel, haddocking.  
Sch. Flavilla, haddocking.  
Sch. Mary P. Goulart, haddocking.  
Sch. Jeanette, haddocking.  
Sch. Flora S. Oliver, haddocking.  
Sch. Elva L. Spurling, haddocking.  
Sch. Mary F. Sears, haddocking.  
Sch. Matchless, Provincetown.

### TODAY'S FISH MARKET.

#### Salt Fish.

Trawl bank cod, large, \$4.25; medium, \$3.75; snappers, \$2.75.  
Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2; snappers, \$3.25.  
Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3.  
Dory handlining codfish, large, \$4.50; medium, \$4.12 1-2; snappers, \$3.50.  
Georges halibut codfish, large, \$4.50; mediums, \$4.  
Drift codfish, large, \$4.25; mediums, \$3.62 1-2.  
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.  
Pollock, \$1.50.  
Hake, \$1.50.  
Haddock, \$1.50.  
Large salt mackerel, \$25 per bbl.  
Fletched halibut, 10c per lb.  
Salt herring, \$3.50 per bbl.  
Pickled herring, \$4.50 per bbl.

### Fresh Fish.

Haddock, \$1.10 per cwt.  
Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.  
Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.  
All codfish not gilled 10c per 100 pounds less than the above.  
Hake, \$1.15.  
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.  
Dressed pollock, 80c; round 90c.  
Bank halibut, 17c lb. for white and for gray.  
Fresh herring, \$1 per bbl. to salt; \$2 per bbl for bait.  
Newfoundland frozen herring, \$2.75 per cwt.

### Fishing Fleet Movements.

Sch. Imperator arrived at Lunenburg, Friday last and cleared.  
Sch. A. Platt Andrew arrived at Canso Friday last and cleared for fishing.

Jan'y 1.

## PORTLAND PAYS ITS HIGHEST

### Halibut Fare There Monday Sold at 25 and 18 Cts. for White and Gray.

Sch. John Hays Hammond, one of the finest vessels of the Gloucester fishing fleet, was at Portland Monday, from a three weeks' cruise on the Quero Bank, bringing about 10,000 pounds of halibut in addition to 3000 pounds of salt cod and 10,000 pounds of mixed fish. Owing to the meagre supply of halibut everywhere, there having been but few landed the past several weeks, there was considerable competition among the local dealers for the Hammond's catch. Capt. Fred N. Hart of the New England Fish Co. taking the lot at the highest price ever paid at this port, he paying 18 and 25 cents per pound. At those prices halibut can be safely classed among the luxuries, and unless there is some improvement in the catch still higher figures are likely to be seen shortly. Capt. McLeod reports very rough weather on the banks, having experienced a gale of almost hurricane proportions on Christmas eve, and for 12 hours the schooner run before it under bare poles, with the heavy seas sweeping over her decks.

Fish of all kinds have been in very moderate supply of late at Portland and prices have ruled high. Some good catches were brought in Monday, about 75,000 pounds of market fish having been landed by the fleet, putting the dealers in better shape than they have been for some time.

The fishing schooner Bernie & Bessie and Albert D. Willard arrived in port Sunday with fair sized catches of fish for the local market.

## THE SALT COD SITUATION

The fish markets of the West Indies are weak, and Porto Rico particularly so, says the "Maritime Merchant." On today's prices there shipments would only net \$5 per quintal to exporters here, and no improvement is looked for before next month. The other West India markets are also unsatisfactory to exporters the cause, it is said, being the large sales of Newfoundland fish that were made in Jamaica and elsewhere some months ago. These contracts are now being filled at a loss. The result of the above conditions is that local business here is very quiet, perhaps more so than usual at this period of the year. We heard of a purchase of a cargo of bank fish by a Halifax firm last week. The price they paid was \$6.50, but this, it is claimed, must not be taken as a true criterion of values, as the purchase was made to complete some shipments to the United States, and the buyers, finding themselves in need of supplies, were willing to pay an extra price to get the business completed. We hear \$5.50 named as a figure at which business might be done. Since our last report the situation in shore fish has weakened about 25 cents per quintal, the cause, it is

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said, being that buyers refuse to stock up at the old figures. Whether the foreign markets will so improve after the beginning of the new year as to allow for purchases at higher prices remains to be seen. Some evidently think that they will and it may be that they are right.

The fishing season on the Cape Breton coast has almost closed, and that there was a considerable falling off in the catch in comparison with the landings of the 1911 season, says the "Journal of Commerce." The str. Bonaventure is now coaling at Sydney, N. S., in preparation for a voyage from St. John, N. B., to Brazil with fish. This is almost a new venture the shipping of fish to Brazil from St. John—one or two cargoes only having been forwarded by such means in the past. It is believed that at current rates and with the prospects in the Brazil market it will pay to dispatch this ship there, as she should make a quick run, and on her return it is possible that she will bring a cargo of molasses from West Indies.

The stock of codfish in Seattle at this time is stated to be just about one-half of the amount carried there at this time last year, says the Fishing Gazette. There has been a large Eastern demand, also local, and prices have been well maintained.

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### FISHING LOSSES OF THE YEAR.

#### Ten Vessels And 45 Men toll of Sea From This Port.

#### No Craft However Was Lost With all Her Crew.

Ten vessels and 45 men has been the toll exacted by Old Ocean during the past year in connection with the fisheries from this port, including men who have met watery graves by disaster or straying from their crafts, those who have died on shipboard or in hospitals, and those belonging at this port but sailing temporarily from other ports.

No vessel has been lost during the year with all hands and disappeared with no tidings of the fate of either vessel or crew, a record which was broken last year for the first time in eight years, but 10 lives were lost in one disaster, and the losses for the most part have been caused by men straying from their vessels in fog or sudden storms, or the capsizing or swamping of their dories in rough seas.

While the number of vessels lost is increased considerably over the preceding year, the loss of life was materially reduced, the losses in 1911 amounting to five vessels, two boats and 62 lives.

Thirteen of the lost men left widows, so far as known, the number of children made fatherless being placed at 17, against 22 widows and 40 fatherless children the preceding year.

#### Causes of Death.

One vessel was wrecked with the loss of 10 of her crew and one life was lost in case of another wreck while nine fishermen went astray from their vessels in storm or fog, seven were drowned by the capsizing or swamping of their dories, seven were washed or fell overboard, five were found dead on board their vessel from various causes, three were killed by accident, including one man struck by lightning and knocked overboard, two were drowned at the wharf and one died in a hospital.

The lost vessels have an aggregate tonnage of \$37 tons gross and 604 tons net, and a total valuation with outfits and cargoes of \$73,800 and an insurance of \$65,931. Only one of the vessels was insured by the Gloucester Mutual Fishing Insurance Company, which has usually borne the burden of the losses, many of the vessels being above the age which has been accepted by this company. The Providence-Washington Insurance Company held policies on seven of the lost crafts, Boston Insurance Company met with two losses, while one gasoline boat used in cod gill netting was uninsured.

The number of vessels lost in 1911 was seven, including two boats, with an aggregate tonnage of 623 tons gross and 458 tons net, valued with their

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outfits and cargoes at \$55,000, on which was an insurance of \$43,148.

In 1910 only one vessel was lost, with a gross tonnage of 112 tons and a net tonnage of 73 tons net, and the number of lives lost was 25, leaving eight widows and 24 fatherless children, the smallest loss recorded for many years.

Of the vessels lost the past year, two were wrecked while on salt bank codfishing trips, two were engaged in haddocking, four were returning from codfish trading trips to Newfoundland and Labrador, one was employed in the Newfoundland herring fishery, and one in shore gill netting.

#### Vessels and Men Lost.

The losses of vessels and men during the year which has just closed are as follows:

Gasoline boat Weasel, 8 tons gross, 7 tons net, built at Charlevoix, Mich., in 1907, and owned by William Harting, drifted on Dog Bar breakwater January 16, owing to the breaking down of her engine. Crew saved. Vessel was valued at \$1600 and outfits at \$200, with no insurance on either.

Sch. W. E. Morrissey, 121 tons gross, 93 tons net, built in Essex in 1890, and owned by the Gorton-Pew Fisheries Company, employed in the Bank salt codfishery, parted her cable and stranded at Table Point, Bonne Bay, N. F., January 11, while lying at anchor in a gale. Crew saved. Valued with outfits at \$7000 and insured for \$4000 on the vessel and \$3000 on the outfits by the Providence-Washington Insurance Company.

#### Ten Men Lost in a Single Wreck.

Sch. Patrician, 125 tons gross, 93 tons net, built at Essex in 1905, and owned by Hugh Parkhurst & Co., employed in the Western Bank fresh fishery, went ashore March 15, near Shelburne, N. S., while running for shelter in a heavy gale, the captain making a mistake in the lights. The captain and nine others of her crew were drowned, 11 of the crew reaching shore in safety, the lost men being William Harding, master, 40 years old, native of Pubnico, N. S., single; John Goodwin, 32 years old, and Albert Goodwin, 22 years old, brothers, natives of Bear Point, N. S., both single; Coleman Hopkins, 30 years old, native of Woods Harbor, N. S., single; Joseph Nickerson, 30 years old, native of Woods Harbor, N. S., single; Clarence Perry, 28 years old, native of Shag Harbor, N. S., single; Michael Jennings, 29 years old, native of Newfoundland, left widow and family in South Boston; Joseph Robishaw, 26 years old, native of Surrette's Island, N. S., single; and George Spark, 32 years old, native of Bonavista Bay, N. F., left widow; and William J. Griel, 30 years old, native of Shelburne, N. S., left widow and several children in South Boston. The schooner was valued at \$10,000 and her outfits at \$2000, insured by the Gloucester Mutual Fishing Insurance Company for \$6031 on the vessel and \$2500 on the outfits.

Sch. Walter P. Goulart, 84 tons gross, 55 tons net, built in Essex in 1904, and owned by Schwartz & Bernstein, employed in the fresh haddock fishery, stranded in a fog at Savage Rocks, near Shelburne, N. S., on May 12, while bound in for a harbor. All of the crew were saved except one, Joseph King Rogers, alias

Joaquin da Rocha, who was drowned by the capsizing of his dory. Rogers was 24 years old, native of Lisbon, Portugal, where he left a widow and two children. The vessel was valued with her outfits at \$10,000 and was insured for \$6000 on the vessel and \$2000 on the outfits by the Boston Insurance Company.

Sch. Catherine D. Enos, (gasoline auxiliary), 45 tons gross and net, built in this city in 1904, and owned by Capt. Antone Enos, stranded on Washes ledge, near Isle au Haut, Me., September 29. Crew saved. Vessel and outfits valued at \$5000 and insured by the Boston Insurance Company for \$3500 on the vessel and \$400 on the outfits.

#### Four Crafts Lost on Fish Buying Trips.

Sch. Addie M. Story, 61 tons gross, 40 tons net, built in Essex in 1867, and owned by the Gorton-Pew Fisheries Company, went ashore at Rocky Harbor, N. F., October 4, while returning from a salt codfish trading voyage to Labrador. Crew saved. Vessel valued at \$800 and cargo at \$700, and insured by the Providence-Washington Insurance Company for \$800 on the vessel and \$700 on the cargo.

Sch. Margie Smith, 61 tons gross, 38 tons net, built in Bristol, Me., in 1875, and owned by the Gorton-Pew Fisheries Company, went ashore at Trout River, near Bonne Bay, N. F., October 17, while on a trading voyage for salt codfish. Crew saved. The vessel was valued at \$2500 and the cargo at \$1500, and the vessel was insured for \$2500 and the outfits for \$1500 by the Providence-Washington Company,



with an additional insurance of \$6000 on the cargo in the same company.

Sch. Lottie Brynes, 97 tons gross, 63 tons net, built in Essex in 1876, and owned by the Gorton-Pew Fisheries Company, engaged in a codfish trading voyage to Labrador, dragged ashore in a storm at Fox Isle, Port au Port, N. F., October 21. Crew saved. Vessel valued at \$2500, and cargo at \$1500 and the vessel was insured for \$2500 and the outfit for \$1500 by the Providence-Washington Insurance Company, with an additional insurance of \$11,000 on the cargo in the same company.

Sch. Miranda, 108 tons gross, 76 tons net, built in Essex in 1893, and owned by the Gorton-Pew Fisheries Company, stranded in a storm at Trout River, N. F., December 20, while bound home with a cargo of cured salt cod. Crew saved. Vessel valued at \$4500 and cargo at \$3000, and insured by the Boston Insurance Company for \$4000 on the vessel and \$2500 on the cargo.

Sch. S. P. Willard, 127 tons gross, 89 tons net, built in Essex in 1892 and owned by Cunningham & Thompson, went ashore on Guion Island, near Gabarus, C. B., December 28, while on the way home with a cargo of frozen herring. Crew saved. Vessel and cargo valued at \$10,000 and insured by the Boston Insurance Company for \$7500 on vessel and \$2500 on the outfit and cargo. This craft may possibly be floated if not broken up by the winter storms.

#### Men Drowned by Going Astray.

John Campbell, 54 years old, native of Prince Edward Island, single, one of the crew of sch. Claudia, was found dead in his bunk at the wharf of Sylvanus Smith & Co., January 10.

George Dorsey and George M. Stoddard, two of the crew of sch. Emma Jane of Pensacola were washed overboard from the schooner in a gale in the Gulf of Mexico January 11. Stoddard was 35 years old, native of Barrington, N. S., single, and Dorsey was 30 years old, native of this city, single.

John Olson, 40 years old, native of Sweden, one of the crew of Gov. Foss, was lost overboard in South Channel January 17, left widow and three children.

Allen McDonald, 25 years old, native of Cape Breton, single, one of the crew of sch. Constellation, fell overboard off Port au Port, N. F., January 17, while taking in the mainsail.

Austin Seeley, 60 years old, native of Briar Island, N. S., and John Chase, 35 years old, native of Newfoundland, single, went astray from sch. Muriel in South Channel February 5. Seeley was a widower and left one son.

Thomas Connors, 55 years old, native of Prospect, N. S., single, fell overboard from sch. Wm. L. Moody on Georges, February 22.

Hiram Wilson, 25 years of age, native of Lower Pictou, single, was found dead in his bunk on board sch. Premier at Yarmouth, N. S., March 7.

#### Rolls Out of Seine Boat While Asleep.

Dean Nickerson, 31 years old, native of Fort Clyde, N. S., one of the crew of sch. Frances S. Grueby, was drowned in Walen's dock July 8, having probably rolled out of a seineboat while asleep, left a widow in Cambridge.

Milford Roberts, 42 years old, native of Argyle, N. S., single, was drowned on Grand Banks July 10 by the capsizing of his dory.

Capt. William Malonson, 56 years old, native of Gilbert's Cove, N. S., was found dead on board sch. Senator Saulsbury July 17, left widow and two children.

Elison Bowers, 40 years old, native of Nova Scotia, single, one of the crew of sch. Esther Gray, fell overboard from the vessel at T wharf, Boston, September 10, and died at the Boston City hospital after being taken from the water.

Thomas Flannagan, 40 years old, native of Ireland, and James McNeil, 30 years old, native of Shelburne, N. S., two of the crew of sch. Conqueror, went astray from the vessel in a fog on Georges, September 8. Both men were married.

Robert Frasier, 37 years old, native of Harbor Bouchie, N. S., single, one of the crew of sch. Lucinda I. Lowell, was found dead in his berth at Provincetown, October 10.

Thomas J. Winn, 59 years old, native of Brewster, one of the crew of the catboat Castle of Block Island, was killed off New Shoreham, R. I., October 23 by the blowing up of the gasoline engine, left widow in this city.

Joseph Walker, 40 years old, native of Cape Breton, single, fell overboard from the steam trawler Heroine on Georges, October 24.

#### November Losses the Most Numerous.

Manuel S. Costa, 35 years old, native of the Western Islands, went astray from sch. Josephine DeCosta 15 miles off Thatcher's Island, November 1, left widow.

William Dobson, 47 years old, native of Canso, N. S., one of the crew of sch. Priscilla Smith, died at the hospital at Yarmouth, N. S., November 1, having been landed at Shelburne by sch. John R. Bradley, left widow in South Boston.

George Essler, 40 years old, native of Port Medway, N. S., single, and Albert Downey, 40 years old, native of Shelburne, N. S., single, two of the crew of sch. Lucia, were drowned by the capsizing of their dory off Scatterie, November 8.

Patrick Keough, 27 years old, native of Newfoundland, single, was killed on board the steam trawler Spray, November 16, by being struck on the head by an iron block trap which fell from aloft.

Wesley Chetwynde, 33 years old, native of Woods Harbor, N. S., single, one of the crew of sch. Aspinet, was drowned off the Cape Shore, November 27, by the swamping of his dory.

Patrick Smith, 21 years old, native of Newfoundland, single, died of heart disease on board sch. Waldo L. Stream while off Cape Sable while at the wheel November 28.

Leslie Smith, 28 years old, native of Bass Harbor, Me., single, one of the crew of sch. Mildred Robinson, went astray from the vessel off the Cape shore, November 28.

Valentine Powers, 52 years old, native of Placentia, N. F., single, was drowned off Magnolia, December 3, by the capsizing of his skiff.

Martin J. Shields, 30 years old, native of Nova Scotia, single, one of the crew of sch. Manomet, was drowned off Thatcher's Island, December 16, by the swamping of his dory.

Thomas Comfort, 50 years old, native of Newfoundland, one of the crew of sch. Regina, was drowned December 13 by the capsizing of his dory. His dorymate, John Burke, was able to reach the overturned dory and was saved. Comfort left a widow and several children in Pembroke.

John Smith, 25 years old, native of St. Jacques, N. F., single, went astray from sch. Ethel B. Penney off the Cape Shore, December 24.

#### Vessels Lost From Other Ports.

The following fishing vessels were lost from other ports:

Sch. Shenandoah, of Boston, 110 tons gross, 69 tons net, built in Essex in 1890 and owned by Capt. James C. Gannon, was run down and sunk by sch. Addie M. Lawrence, August 27, off Round Shoal in a thick fog. Crew saved.

Sch. Harvester, of Provincetown, 106 tons gross, 76 tons net, built in Essex in 1892, and owned by Joseph A. Cromwell, struck a ledge in coming out of Yarmouth, N. S., October 17, and was a total loss. Crew saved.

## HERRING GAIN-- MACKEREL LOSE

The report of the Department of Agriculture and Technical Instruction for Ireland on Sea and Inland Fisheries for 1911 was published at the end of November. Its fifth consists of the following general observations, says the "Fish Trades Gazette:"

"The herring fisheries have in recent years come to the point as those on which fishermen may rely for the largest part of their earnings. The mackerel fisheries in general show a serious decline. Steam or motor power is becoming more necessary for the successful prosecution of all the fisheries of the United Kingdom. This means heavier capital expenditure, and it tends to make sea fishing less attractive to men who cannot face the new conditions. It is therefore not surprising to note that, although there is an increase in the number of

the more effective class of boats, men who, from various causes, cannot equip themselves with steam or motor craft are dropping out of the industry. The increase in wages in the mercantile marine has also drawn many men away, and the decline in the mackerel fishing has caused cessation of fishing on the part of others, who, however, in more favorable seasons may resume the occupation.

According to a table in the report, the world's catch of salt mackerel, barrels, in 1878 was 380,387 (U. S. A., 196,468). High-water mark was reached in 1884 with 658,246—all American except 180,170 from Canada. In 1887 the figures for Norway and Sweden are first given—10,000, out of 227,992; and in the following year Great Britain first appears on the scene with 15,000 barrels. Low-water mark occurred in 1897, the world's catch being 90,510 barrels, of which Great Britain produced 48,352. The figures for the last two years are: 1910, total 166,982 bbls.; U. S. A., 3,395; Canada, 6,694; Great Britain, 79,863; Norway and Sweden, 56,880. Only in 1897, already mentioned, and in 1898, were the catches so low. It may be explained that almost all the fish shown under the head of Great Britain was caught off the Irish coasts, cured in Ireland and dispatched via Liverpool.

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### ROCKPORT

#### A REVOLUTION IN THE ISINGLASS MAKING INDUSTRY IS LOOKED FOR.

Haskins Isinglass factory commenced operations for the winter Monday and is the second one to start its machinery.

The next one on the Cape to start will be the factory of the Tarr Brothers of Gloucester of which concern George Ira Tarr of this town is a partner. This factory has been closed for a number of years owing, it is reported, to an arrangement with the American Glue Co. That agreement has terminated, it is said, and there is no prospect of its being renewed, consequently the manufacture of the Tarr brand will commence again.

There is something difficult this year than for a number of years past in the manufacture of this important article. With the termination of the agreement with the Tarr concern, the so called combination that has existed for a term of years also ends, and therefore the manufacturers hardly know just where they stand, or how long to run, if they start their machinery. Report says the agreement made by the Rockport Isinglass Co., whereby its stock has been made for the past few winters by the Cape Ann Isinglass Co., because they could hire it made cheaper than they could make it in their own factory at the foot of Walker street, will expire next month and just what they will do is not yet known.

Certainly it is, however, there is to be a shakeup in the production of that article. Since the commencement of the manufacture of this product in 1822, there has been no material improvement in the method, but we are creditably informed a radical change is soon to be introduced that will produce the desired goods, a soluble article, with less labor, less machinery and a better article at far less cost and will revolutionize the entire business. George Ira Tarr has taken out letters patent on granulated isinglass which has been tried and gives satisfaction. Under the old process, still in use, the sounds have to be cured and thoroughly dried, which takes time and is a costly proceeding, before they can be manufactured into the ribboned goods.

Under the improved patented process a lot of green sounds were recently put through and the same day were made into a fine granulated isinglass.

We are informed that the granulated article finds ready purchasers, because of its dissolving so much more readily than the ribbon article, and that being so, the entire business may be completely revolutionized.

Money deposited in the Granite Savings Bank on or before Saturday evening, January 4th, will draw interest from January 1st.—Adv.

Fresh haddock, smelt, flann haddies, fresh mackerel and oysters at Frank W. Tarr's.—Adv.

## DETAILS OF THE WILLARDS' LOSS

Further particulars concerning the loss of sch. S. P. Willard, during a heavy storm last Saturday, states that the craft ran ashore on Winning Point Beach, Gabarus, below where the sch. John Harvey ran ashore last January.

Capt. Burton lost his foresail during the night outside Guyon Island, so he anchored in 14 fathoms of water and cut his spars to try and save the vessel, but she kept dragging until they got into three fathoms of water and then had to slip her chains and drifted over the breakers onto Winning Point Beach.

All the crew, after much difficulty succeeded in landing safely. The vessel now lies completely out of water at low tide. She had a cargo of 1400 barrels of herring, mostly salted in barrels. Part of the cargo can be saved. The captain says he left Newfoundland in company with three other schooners and feels very uneasy about their safety.

## FISHERMEN AND EXPORTERS CLASH

The first sign of a break in the deadlock which has existed for the past 10 weeks between the Lunenburg bank fishermen and the exporters at Halifax, occurred last week when dry cod sold at \$5.90 per quintal, a drop of 10 cents per quintal. For two months the Lunenburg men have held from sale over half a million dollars worth of fish with the purpose of forcing the exporters to pay \$6.50 and \$6.75 per quintal. This the shippers refused to do, claiming they could not clear a profit at that figure after sending the stock to Brazil and the West Indies, where the market is low. With still lower prices prevailing in the foreign markets the buyers here show less eagerness to purchase at \$6 a quintal and a declining tendency is now evident. The exporters are waiting for \$5.

#### Struck a Sea Leopard.

A strange occurrence happened to the Elder Dempster liner Tarquah recently. At a 9 3-4 hours' run from Secondoe, on the gold coast, a big fish, which the sailors described as a "sea leopard," got caught on the bows of the ship right in the middle, the head being on one side and the tail on the other.

The bows of the vessel cut through the flesh to the bone, holding the creature there so firmly that it could not get free.

The speed of the Tarquah was checked, and it had to go astern before the fish was released. The fish then came to the surface and sank. The passengers on the boat say that it was 40 feet in length and 20 feet in width.

#### Fishing Chance at Chili.

The press of Chili is calling attention to the possibilities of the fishing industry in the waters of that country, if capital and experienced persons would enter the industry. It is estimated that the take now only amounts to 3000 tons per annum for home consumption, but that might be made 18,000 or 20,000 tons if there were better means of handling it, and if the fish could be sold at more reasonable prices. At present fish retail in Valparaiso for 18 to 20c per pound United States currency, and at interior towns for much more. The fishing industry is carried on principally by groups of two or three men who fish from small boats, and either peddle their catch or sell it to the few dealers in the large cities.

#### Losses in Recent Gale.

With the hurricane which has swept the Newfoundland coasts for nearly a week still raging, the steamer Navada, bound from St. John's for Sydney, C. B., is reported to be long overdue. She has on board a crew of 30.

Word of the drowning of four men at Fichot Island, on the northeast coast, has been received at St. John's, N. F. No details were given.

The British sch. Ambition, which has been at this port on several occasions, bound for Halifax, put into the little port of St. Lawrence and reported that her captain had been washed overboard and drowned.

Coastal steamers and trains on the Reid-Newfoundland railway are greatly delayed.